

Watt, Doxey & Watt

The Busy Store

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# A Splendid Collection of New and Beautiful Fabrics for Easter

## NEW STYLES MAN-TAILORED SUITS

Some very smart and nobby styles. There is exceptional value giving in our Suits. Visit our Suit Department tomorrow and see our showing of stylish SUITS, SKIRTS and WAISTS.

The newest and best kinds of Dress Goods—suitable for every purpose, qualities and colorings. Just what you will want.

### Black Panama

One of the popular Black Dress materials; correct weight and finish for Spring wear.

69c, 75c, 87 1-2c to \$1.25

### Black Wool Batiste

Makes a stylish Dressy Suit, light weight.

50c, 75c and \$1.00

### Black Mohair

An imported Dress Fabric; very serviceable for Spring Suit or Separate Skirt.

75c and \$1.00

### Cream Batiste

Strictly All-Wool—light weight; suitable for Children's Dresses or Ladies' Summer Skirts; 34-inch wide.

33c

### Cream Panama

Made of crisp, hard twisted yarn—Special value.

75c

### Cream Brillantine

An imported fabric, with a bright finished face; very dressy.

38 inches wide ..... 50c  
45 inches wide ..... 75c and \$1.00

### Cream Storm Serge

Extra-heavy for Coat Suits and Skirts; plain Weave and Herring Bone Stripes.

\$1.25 and \$1.39

### Cream Broadcloth

Fine, even finish—pretty, rich shades of Cream; 58-inch wide.

\$2.00

### Ladies' Suits

Navy and Black, in the new Novelty Panama—Coats Satin lined; Skirts full pleated; regular \$22.50 value.

\$17.50

### Matting Rugs

Our own importation; beautiful Oriental Colorings and Designs; size 36x72 inches.

69c

### Ruffled Swiss Curtains

Stripes and Figured Designs; wide, full ruffle; neatly finished.

75c, \$1.00 and \$1.25 a pair

### Black Voile Skirts

As pretty as they can be. Nicely trimmed in Taffeta bands; pleated back and front.

\$6.50, \$8.75 and \$10

### Panama Skirts

Extra-large size; specially cut for stout figures.

\$3.98

### Long Kimonos

Pretty Floral Patterns, in Blue, Pink and Helle.

75c

### White Waists

Of Mercerized Mull, beautifully trimmed with Baby Irish Lace and fine Hamburg Insertion.

\$1.50 and \$2.00

### White Lawn Waists

Long or short sleeves, open in front or back; made up in the newest styles.

98c

### Mannish Waists

A pure Linen Waist, with Linen Collar and Cuffs.

\$2.50

### Almeria Batiste

A popular Cotton Dress Fabric, in light and dark colors; neat Dot and Floral Effects; 27 inches wide.

7c

### Butterfly Batiste

Another popular Wash Fabric, in a variety of neat Stripes, Rings and Dots.

12 1-2c, 14c to 25c

### Dress Gingham

Splendid assortment of good patterns, Plaids, Stripes and Checks; fast Colors.

15c

### Baby Irish Insertion

A special bargain in real Baby Irish Insertion—two widths to match—Eben and White; beautiful Design; regularly sold for \$1.50 and \$2.50. Special.

75c and \$1.50

### Chamois Gloves

A popular Easter Glove—light weight, in the Natural shade.

Wrist length ..... \$1.25  
Elbow length ..... \$2.50

### Ladies' Windsor Ties

Plain Colors and a variety of Plaids and Dot Effects.

25c

### Merry Widow Combs

The newest in Back Combs, 25c

### The Evertidy

The only Comb that holds the stray locks neatly and firmly in place.

### Comb 15c

### Writing Paper

Eaton Hurlbutt's best quality paper and envelopes put up in boxes.

25c and 39c box

### Hill Muslin

Just received another shipment of this popular bleached muslin, 36 inches wide.

8 3-4c

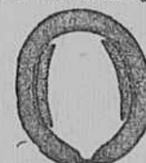
## Your Wish for Better Underwear Has Come True in the Musing

The best fitting, the most comfortable, the longest wearing underwear made. The above are not our words, but the remarks of our customers who have worn the Musing and wouldn't take any other as a gift. We know this to be true—and want you to know it, too! A trial means another friend for our underwear department. The Musing is scientifically made with flat elastic seams of the best Egyptian cotton or Australian wool, and fits every movement of the body with ease and comfort. You'll find the weight and kind you want in our underwear department.



### Hairlight Crown Pompadour, 50c

Produces the most graceful effects in stylish hair dressing.



### THE HAIRLIGHT CROWN

Is a flexible woven roll with combs attached, which hold it firmly and comfortably in position. It is a welcome substitute for the unsanitary and injurious Hair Rats. Price 50c. Light as a feather—cool, comfortable, invisible.

# WATT, DOXEY & WATT

2909-11 Washington Ave.

Newport News, Virginia.

## Great Tunnels of the World

When the Pilgrim Fathers landed on the New England shores, after the passage of centuries during which man had presumably advanced on the intellectual plane, they were obliged to return to the primitive expedient and dig caves in the ground to shelter themselves from the blasts of the Massachusetts winter, writes J. C. McMahon in the Sunday Magazine. Even the cyclone cellars can show no patentable improvement upon the device of primitive, semisavage men, and the greatest product of twentieth century engineering, the Simplon tunnel through the Alps, is hardly more wonderful than the tunnel that Herodotus found on the island of Samos in the fifth century before Christ.

The location of the tunnel was unknown to modern scholars until 1882 when Kyrillos, the abbot of the neighboring cloister of Hagia Trias, accidentally discovered it. It was built apparently so that an enemy besieging the city could not shut off the water supply of the inhabitants. All along the walls small niches were cut, in many of which terracotta lamps have been found. Its entire length is thirty-two hundred and eighty-one feet, and on an average it is two feet square. The construction was begun at both ends; but the junction of the two sections was not strictly accurate. In addition to piercing a mountain seven hundred and fifty feet high, the tunnel also runs under a small stream, and may thus be assumed to have been the first subaqueous tunnel in Europe, if not in the world.

This, however, is not the first underground passage of which there is a record. In times contemporaneous with the siege of Troy, or even before, a tunnel which is said to have been four miles long was built to carry off the waters of Lake Topolia (Copsalis) in Bœotia.

The following inscription found at Siloam in 1880 is descriptive of a Jewish tunnel, the date of which most authorities place at 700 B. C.: "(Behold) the excavation. Now, this is the history of the tunnel. While the workmen were still lifting the ax, each toward his neighbor, and while three cubits still remained (to cut through), (each heard) the voice of the other who called to his neighbor, since there was an excess in the rock on the right hand and (on the left). And on the day of the excavation the workmen struck, each to meet his neighbor, ax to ax, and there flowed the waters from the spring to the pool for twelve hundred cubits; and . . . of a cubit was the height of the rock over the heads of the many dead ends found in the middle of the tunnel, and a proof that it was built from both ends.

The Roman Catacombs. Not the least remarkable of the

many historic landmarks in Rome are the catacombs, declared by some to be of great antiquity. "Quarries hewn long before the Rome of Romulus and Remus was founded." Modern research, however, seems to indicate that they are no earlier than the second century, and that they were built by the Christians as places for worship and for the burial of the dead. Altogether, the catacombs, forming a network of tunnels not less than five hundred miles in length, are one of the most wondrous relics of bygone times. They are to be found not only in Italy, but in France, Greece, Asia, Minor, Persia, Egypt, and even Peru. Those of ancient Etruria are particularly interesting on account of their construction, having been built like houses, with the furnishings, chairs, and couches hewn out of the living rock, and the roofs carved in imitation of beams and rafters.

Some of the Roman sewers, like the Cloaca Maxima, built by the Tarquin Kings, even before the period of the Republic, are so large that a loaded hay wagon might pass through them with ease. It is said that thirty thousand laborers were occupied for eleven years with hammer and pick ax and chisel in the construction of the tunnel three and a half miles long which was built in Roman times under Mount Salviano to drain Lake Fucino.

During the Dark Ages works of this character came to a practical standstill, and it was not until medieval times that a revival began. In 1494 the excavation of the Francis adit in the Hungarian mines at Schennitz was begun. By 1637 it had been pushed to a length of a mile and a quarter and was used both for the transportation of ore and to carry off water from the mine.

What was by far the longest tunnel in the world until the completion of the Simplon bore through the Alps in 1905, was the Joseph II. mining adit (ten and a quarter miles in length) in the same section of Hungary. Almost a century was consumed in its construction. It having been begun in 1782 and not completed until 1878.

In the United States the longest mining tunnel is the Sastro gallery in Nevada, which measures nearly four miles. As an object of interest, however, it does not compare with the Cowenhoven tunnel at Aspen, Colorado, which pierces Smuggler Mountain and furnishes drainage and transportation for thirty different mines.

### Tunnels Under Water.

To an observing man is due the credit for the first great subaqueous tunnel of modern times. Two or three fruitless attempts had been made to connect the shores of Kent and Essex by a passage under the Thames, and

the idea had finally been abandoned as impracticable, until one day Sir Marc Isambard Brunel, while walking through a dockyard at Chatham, saw the Teredo navalis, a worm dreaded by all ship owners, perforating a piece of timber. The way in which this worm worked backward, driving a pair of strong shelly valves with a rotary motion like an auger, and following the loosened longitudinal fissure in its body to its mouth, where they were expelled, attracted his attention and suggested the idea of constructing a tunneling shield on the same plan. Brunel perfected his invention, and in 1825 work began on the great tunnel under the Thames, which was finished in 1842.

Perhaps the most noteworthy subaqueous tunnel in this country is that under the Hudson, between Hoboken and New York, the construction of which was begun as long ago as 1874. This was opened to travel a few weeks ago. It consists of twin tubes eighteen feet in diameter, the first of which was completed March 11, 1904, the second September 29, 1904. In each tube there is a single track for electric cars and concrete walks on each side for use when the road is blocked. The distance between the shafts in Hoboken and New York is more than a mile.

In England, a tunnel more than four miles in length was built under the Severn between 1873 and 1886. There is also one under the Mersey about a mile long. Numerous other subaqueous tunnels there are worthy of mention, these under the Detroit River and under the St. Clair, the two tunnels for foot passengers and vehicles under the Chicago River, the one for water supply at Cleveland under the lake and the tunnel under Boston Harbor.

**Great Railroad Bores.**  
The first great railroad tunnel was the one, four and three-quarter miles in length, which penetrates the Hoosac Mountains in Massachusetts; but it has long since been eclipsed. Although projected in 1854 it was not finished until 1875.

A much more stupendous task was the tunneling of the Cascad' range in Washington for the Northern Pacific railroad. As the time when the plans were drawn up the site of the tunnel was in a virgin wilderness, eighty-two miles from the nearest railway terminus. Two roads had to be built through the mountains to reach the peak, towering four thousand feet above the level of the sea, through which the tunnel was to run, rivers had to be turned aside from their beds, and large bridges had to be thrown across others. All the vast engineering mechanism for the prosecution of the work had to be transported across the continent. In less than two years after the contract for the undertaking had been signed in the city of New York on January 21, 1886, the great tunnel, eighty-nine hundred and fifty feet long, sixteen feet wide, twenty-two feet high, and at one point eleven hundred and thir-

ty-five feet below the summit of the mountain, was completed at a cost of one hundred and eighteen dollars a running foot.

About forty miles north of this tunnel, as the bird flies, the Great Northern railroad completed another bore through the same mountain range in October, 1900. It is almost a mile longer than the earlier tunnel, and is lined throughout with concrete, which is nowhere less than two feet in thickness. Two mountain peaks tower above the tunnel, the highest of which is more than two thousand feet above the tracks.

**Through the Alps.**  
After the completion of the St. Gothard and the Alberg, the gateways in the Alps between Germany and Italy, agitation began in France for the construction of a tunnel near the Simplon Pass; for the Mount Cenis bore was at best only a roundabout way. At length, in November, 1856, the convention between Italy and Switzerland for the building of the tunnel was signed. Work, however, did not begin until the autumn of 1858, when the first stroke was made on the northern section at Brieg, Switzerland, and a few months later the southern section was opened at Domo d'Ossola in Northern Italy. The junction between the two galleries was effected on February 24, 1905. The total length of the tunnel is more than twelve and a quarter miles. The highest point is twenty-three hundred and twelve feet above sea level; yet at one spot Mount Leone towers seven thousand feet above the floor of the tunnel.

One of the most interesting features of this wonderful achievement was the method of ventilation. There are two passages running parallel, fifty-two feet from center to center, connected by transverse galleries every six hundred feet. Whenever one of these galleries was reached the previous ones were hermetically sealed. At the mouth of one of the passages an enormous fan was set up, which drove the fresh air into the tunnel with such force that a man could not stand up against it. When the air reached the last cross section it passed over into the portions in which the men were working, and forced the foul air out of the tunnel through the main passage.

The Simplon tunnel was somewhat odd in the extraordinary care that was taken of the workmen. Three thousand men were employed in three shifts, and the work went on night and day. Every possible comfort was provided for them, to furnish protection from the effects of sudden changes in the temperature and from the ravages of "tunnel sickness." A large hospital was built at the Swiss end to provide for those who were injured. If the injury was serious a pension was issued, and when a death occurred the family of the unfortunate victim was indemnified.

## THE LAUGHTER OF A CHILD

Byron Williams.



Like the purring of the cadence of a spring beneath the elm,  
Like the chimings that fairies tinkle in the dryads' leafy realm,  
Like the coo of fragrant zephyrs born of southern breezes mild,  
Like the harmonies of twilight, flows the laughter of a child!

Glad as silver rivers running over shells of sunset hue,  
Sweet as honeyed nectar dripping from the flowers wet with dew,  
Pure as limpid, smiling waters over mossy beds beguiled,  
Comes the babbling of a baby, comes the laughter of a child!

'Tis the crooning of the forest; 'tis the chanting of the sea;  
'Tis the trilling of the mock-bird and the sea-shells' ecstasy;

'Tis the murmur of the breezes kissing beds of clover wild,  
Blended into rhythmic meter! Ah, the laughter of a child!

It is rhapsody of heaven, diapason of the sky,  
Reeded music of the angels as they wait in ether by—  
It is earth and sky and heaven, hope and love and faith compiled,  
For the God of Music triumphed in the laughter of a child!

Where it ripples there is gladness, where it lulls we will not stay;  
Love is ever clinging 'round it, crooning with it all the day—  
I am straining all my senses and my heart is beating wild,  
Just to hear the tinkling ripple of the laughter of a child!

### Advice to the Bromidic.

There's one safe rule for you, my boy,  
When on life's way;  
But in, e'en though you kill all joy,  
And say your say;  
What odds if chains shall sag to vests,  
And all are bored?  
Even though folk yawn at all your jests,  
Don't be ignored.

When wise men talk of abstruse things,  
What difference if you have weak wings—  
Do not keep still;  
Look just as if you think your bray  
A hit has scored;  
Talk loudst when you're nought to say—  
Don't be ignored.

Pass off each poor stupidity  
As something bright;  
Let every Doubting Thomas see  
That you're all right;  
For always happiest are those  
By self adored;  
Insist your cabbage is a rose—  
Don't be ignored.

—Denver Republican.

### Pointed Paragraphs.

Even a stationary engine is supposed to run.  
Don't break up housekeeping by smashing the furniture.  
You never saw an actress who had no vanity in her makeup.  
Don't attempt to forge ahead by forging another person's name.  
Lot's wife became a pillar of salt, but most wives become peppery.  
Married women should remember nagging doesn't make the nag go. . .  
Trouble never fails to come to the man who waits for something to turn up.—Chicago News.

### Reflections of a Bachelor.

The only man who can keep a promise is the man who never has to make one.  
A man thinks he's a good husband when he doesn't blame his wife because his shoes hurt him.  
It takes an awful lot of brains to need to care whether people think you have them or not.  
When a man likes to live on a fat lot it's a sign he thinks he can get out that way for some office.  
You can generally tell how little coin there is in a man's pocket how loud he tries to make it jingle.—New York Press.

"So you once lived in Africa, Sah?"  
"Yes, sah."  
"Ever do any missionary work there, Sam?"  
"Oh, yes, sah—I was cook for nihal chief, sah."—Yonkers man.